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Groups of countries in special situations: specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference on Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation

Report of the Second Committee*

Rapporteur: Mr. Abdulmalik **Alshabibi** (Yemen)

I. Introduction

1. The Second Committee held a substantive debate on agenda item 55 (see A/60/491, para. 2). Action on sub-item (b) was taken at the 31st and 37th meetings, on 16 November and 16 December 2005. An account of the Committee's consideration of the sub-item is contained in the relevant summary records (A/C.2/60/SR.31 and 37).

II. Consideration of draft resolutions A/C.2/60/L.33 and A/C.2/60/L.68

2. At the 31st meeting, on 16 November, the representative of Jamaica, on behalf of the States Members of the United Nations that are members of the Group of 77 and China, introduced a draft resolution entitled "Specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation" (A/C.2/60/L.33), which read:

* The report of the Committee on this item will be issued in three parts, under the symbol A/60/491 and Add.1 and 2.

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"*The General Assembly*,

"*Recalling* its resolutions 56/180 of 21 December 2001, 57/242 of 20 December 2002, 58/201 of 23 December 2003 and 59/245 of 22 December 2004,

"*Recalling also* the United Nations Millennium Declaration,

"*Recalling further* the development section of the 2005 World Summit Outcome,

"*Recognizing* that the lack of territorial access to the sea, aggravated by remoteness from world markets, and prohibitive transit costs and risks impose serious constraints on export earnings, private capital inflow and domestic resource mobilization of landlocked developing countries and therefore adversely affect their overall growth and socio-economic development,

"*Recognizing also* that landlocked developing countries, with their small and vulnerable economies, are among the poorest of developing countries, and noting that, of the thirty-one landlocked developing countries, sixteen are also classified by the United Nations as least developed countries,

"*Recalling* the Almaty Declaration and the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries,

"*Recalling also* the New Partnership for Africa's Development, an initiative for accelerating regional economic cooperation and development as most landlocked and transit developing countries are located in Africa,

"*Taking note* of the Asunción Platform for the Doha Development Round, adopted at the Meeting of the Ministers of Landlocked Developing Countries Responsible for Trade, held on 9 and 10 August 2005 in Asunción,

"*Taking note also* of the Communiqué of the Sixth Annual Ministerial Meeting of Landlocked Developing Countries, held on 19 September 2005 at United Nations Headquarters,

"1. *Takes note* of the report of the Secretary-General on the implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries;

"2. *Recognizes* the special needs and challenges faced by landlocked developing countries, and therefore reaffirms the commitment to urgently address those needs and challenges through the full, timely and effective implementation of the Almaty Programme of Action;

"3. *Reaffirms* the right of access of landlocked countries to and from the sea and freedom of transit through the territory of transit countries by all means of transport, in accordance with the applicable rules of international law;

"4. *Also reaffirms* that transit countries, in the exercise of their full sovereignty over their territory, have the right to take all measures necessary to ensure that the rights and facilities provided for landlocked countries in no way infringe upon their legitimate interests;

"5. *Invites* Member States, organizations of the United Nations system as well as other relevant international, regional and subregional organizations and multilateral financial and development institutions to implement the specific actions in the five priorities agreed upon in the Almaty Programme of Action;

"6. *Invites* donor countries and multilateral and regional financial and development institutions, in particular the World Bank, the Asian Development Bank, the African Development Bank, and the Inter-American Development Bank, to provide landlocked and transit developing countries with greater financial and technical assistance in the form of grants or concessionary loans for the construction, maintenance and improvement of their transport, storage and other transit-related facilities, including alternative routes and improved communications, to promote subregional, regional and interregional projects and programmes;

"7. *Recognizes* that most transit countries are themselves developing countries often of broadly similar economic structure and beset by similar scarcity of resources, including the lack of adequate transit transport infrastructure;

"8. *Emphasizes* that assistance for the improvement of transit transport facilities and services should be integrated into the overall economic development strategies of the landlocked and transit developing countries and that donor countries should consequently take into account the requirements for the long-term restructuring of the economies of the landlocked developing countries;

"9. *Stresses* the need for the implementation of the São Paulo consensus adopted at the eleventh session of the United Nations Conference on Trade and Development, held in São Paulo, Brazil, from 13 to 18 June 2004, in particular paragraphs 66 and 84 thereof, by the relevant international organizations and donors in a multi-stakeholder approach, and emphasizes that the special needs of landlocked developing countries within a new global framework for transit transport cooperation for landlocked and transit developing countries should be fully addressed in the negotiations of the World Trade Organization on trade facilitation, as envisaged in the Almaty Programme of Action, in the light of annex D to the decision adopted by the General Council of the World Trade Organization on 1 August 2004;

"10. *Invites* the relevant organizations of the United Nations system and other international organizations, including the regional commissions, the United Nations Development Programme, the United Nations Conference on Trade and Development, the World Bank, the World Customs Organization, the World Trade Organization and the International Maritime Organization, to integrate the Almaty Programme of Action into their relevant programmes of work, encourages them to continue their support to the landlocked and transit developing countries, inter alia, through well-coordinated and coherent

technical assistance programmes in transit transport, and, in this regard, takes note of the joint communiqué adopted at the High-level Meeting on the Role of International, Regional and Subregional Organizations in the Implementation of the Almaty Programme of Action, convened by the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States of the Secretariat and hosted by the Government of Kazakhstan in Almaty from 29 to 31 March 2005;

"11. *Requests* the United Nations system organizations, particularly the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States of the Secretariat and regional commissions, to continue their efforts to establish broadly acceptable indicators, including those based on time/cost methodology, to measure progress in the implementation of the Almaty Programme of Action;

"12. *Encourages* the United Nations Conference on Trade and Development, in particular the Division for Services Infrastructure for Development and Trade Efficiency and the Special Programme on the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States to continue its technical assistance activities and analytical work related to transit transport cooperation between landlocked and transit developing countries;

"13. *Requests* the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, in accordance with the mandate given by the General Assembly in its resolution 56/227 of 24 December 2001 and in the Almaty Programme of Action and the Almaty Declaration, to continue its cooperation and coordination with organizations within the United Nations system, particularly those engaged in operational activities on the ground in landlocked and transit developing countries to ensure effective implementation of the Almaty Programme of Action in line with General Assembly resolution 57/270 B of 23 June 2003, and also requests the Office to continue to carry out advocacy work to mobilize international awareness and focus attention on the implementation of the Almaty Programme of Action;

"14. *Requests*, in this regard, the Secretary-General to take the necessary measures, within existing resources, to provide the Office with adequate resources so as to allow it to effectively carry out its added mandate as stipulated in the Almaty Programme of Action;

"15. *Invites* donor countries and the international financial and development institutions to make voluntary contributions to the trust fund established by the Secretary-General to support the activities related to the follow-up to the implementation of the outcome of the Almaty International Ministerial Conference;

"16. *Decides* to include in the provisional agenda of its sixty-first session the item entitled 'Specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and

Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation';

"17. *Requests* the Secretary-General to submit to the General Assembly at its sixty-first session a report on progress made in the implementation of the Almaty Programme of Action and the present resolution."

3. At the 37th meeting, on 15 December, the Committee had before it a draft resolution entitled "Specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation" (A/C.2/60/L.68) submitted by the Rapporteur of the Committee, Abdulmalik Alshabibi (Yemen), on the basis of informal consultations held on draft resolution A/C.2/60/L.33.

4. At the same meeting, the representative of Japan orally corrected the text.

5. Also at the same meeting, a statement of programme budget implications was read out by the Secretary (see A/C.2.60/SR.37).

6. At the same meeting, the Committee adopted draft resolution A/C.2/60/L.68, as orally corrected (see para. 8).

7. In the light of the adoption of draft resolution A/C.2/60/L.68, draft resolution A/C.2/60/L.33 was withdrawn by its sponsors.

III. Recommendation of the Second Committee

8. The Second Committee recommends to the General Assembly the adoption of the following draft resolution:

Specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation

The General Assembly,

Recalling its resolutions 56/180 of 21 December 2001, 57/242 of 20 December 2002, 58/201 of 23 December 2003 and 59/245 of 22 December 2004,

Recalling also the United Nations Millennium Declaration,[1]

Recalling further the 2005 World Summit Outcome,[2]

Recognizing that the lack of territorial access to the sea, aggravated by remoteness from world markets, and prohibitive transit costs and risks impose serious constraints on export earnings, private capital inflow and domestic resource mobilization of landlocked developing countries and therefore adversely affect their overall growth and socio-economic development,

Recognizing also that landlocked developing countries, with their small and vulnerable economies, are among the poorest of developing countries, and noting that, of the thirty-one landlocked developing countries, sixteen are also classified by the United Nations as least developed countries,

Recalling the Almaty Declaration[3] and the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries,[4]

Recalling also the New Partnership for Africa's Development,[5] an initiative for accelerating regional economic cooperation and development as most landlocked and transit developing countries are located in Africa,

Noting with interest the Meeting of the Ministers of Landlocked Developing Countries Responsible for Trade, held in Asunción, on 9 and 10 August 2005, which adopted the Asunción Platform for the Doha Development Round,[6]

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[1] See resolution 55/2.

[2] See resolution 60/1.

[3] *Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003* (A/CONF.202/3), annex II.

[4] Ibid., annex I.

[5] A/57/304, annex.

[6] A/60/308, annex.

Taking note of the Communiqué of the Sixth Annual Ministerial Meeting of Landlocked Developing Countries, held at United Nations Headquarters on 19 September 2005,[7]

1. *Takes note* of the report of the Secretary-General on the implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries;[8]

2. *Recognizes* the special needs and challenges faced by landlocked developing countries, and therefore reaffirms the commitment to urgently address those needs and challenges through the full, timely and effective implementation of the Almaty Programme of Action;[4]

3. *Reaffirms* the right of access of landlocked countries to and from the sea and freedom of transit through the territory of transit countries by all means of transport, in accordance with the applicable rules of international law;

4. *Also reaffirms* that transit countries, in the exercise of their full sovereignty over their territory, have the right to take all measures necessary to ensure that the rights and facilities provided for landlocked countries in no way infringe their legitimate interests;

5. *Invites* Member States, organizations of the United Nations system and other relevant international, regional and subregional organizations and multilateral financial and development institutions to implement the specific actions in the five priorities agreed upon in the Almaty Programme of Action;

6. *Invites* donor countries and multilateral and regional financial and development institutions, in particular the World Bank, the Asian Development Bank, the African Development Bank and the Inter-American Development Bank, to provide landlocked and transit developing countries with appropriate financial and technical assistance in the form of grants or concessionary loans for the construction, maintenance and improvement of their transport, storage and other transit-related facilities, including alternative routes and improved communications, to promote subregional, regional and interregional projects and programmes;

7. *Recognizes* that most transit countries are themselves developing countries often of broadly similar economic structure and beset by similar scarcity of resources, including the lack of adequate transit transport infrastructure;

8. *Emphasizes* that assistance for the improvement of transit transport facilities and services should be integrated into the overall economic development strategies of the landlocked and transit developing countries and that donor countries should consequently take into account the requirements for the long-term restructuring of the economies of the landlocked developing countries;

9. *Stresses* the need for the implementation of the São Paulo Consensus,[9] adopted at the eleventh session of the United Nations Conference on Trade and Development, held in São Paulo, Brazil, from 13 to 18 June 2004, in particular

[7] A/C.2/60/2, annex.
[8] A/60/287 and Corr.1.
[9] TD/412, part II.

paragraphs 66 and 84 thereof, by the relevant international organizations and donors in a multi-stakeholder approach;

10. *Encourages* Member States to support the special needs of landlocked developing countries within a new global framework for transit transport cooperation for landlocked and transit developing countries, as contained in the Almaty Programme of Action, with respect to trade facilitation, consistent with the decision adopted by the General Council of the World Trade Organization on 1 August 2004, according to their individual needs;

11. *Invites* the relevant organizations of the United Nations system and other international organizations, including the regional commissions, the United Nations Development Programme, the United Nations Conference on Trade and Development, the World Bank, the World Customs Organization, the World Trade Organization and the International Maritime Organization, to integrate the Almaty Programme of Action into their relevant programmes of work, encourages them to continue their support to the landlocked and transit developing countries, inter alia, through well-coordinated and coherent technical assistance programmes in transit transport, and in this regard takes note of the joint communiqué adopted at the High-level Meeting on the Role of International, Regional and Subregional Organizations in the Implementation of the Almaty Programme of Action,[10] convened by the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States of the Secretariat and hosted by the Government of Kazakhstan in Almaty from 29 to 31 March 2005;

12. *Requests* the United Nations system organizations, particularly the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States of the Secretariat and regional commissions, to continue their efforts to establish effective indicators to measure progress in the implementation of the Almaty Programme of Action;

13. *Encourages* the United Nations Conference on Trade and Development, in particular the Division for Services Infrastructure for Development and Trade Efficiency and the Special Programme on the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, to continue its technical assistance activities and analytical work related to transit transport cooperation between landlocked and transit developing countries;

14. *Requests* the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, in accordance with the mandate given by the General Assembly in its resolution 56/227 of 24 December 2001 and in the Almaty Programme of Action and the Almaty Declaration,[3] to continue its cooperation and coordination with organizations within the United Nations system, particularly those engaged in operational activities on the ground in landlocked and transit developing countries, to ensure effective implementation of the Almaty Programme of Action in line with Assembly resolution 57/270 B of 23 June 2003, and also requests the Office to continue to carry out advocacy work to mobilize international awareness and focus attention on the implementation of the Almaty Programme of Action;

[10] A/60/75, annex II.

15. *Requests*, in this regard, the Secretary-General to take the necessary measures, within existing resources, including through reprioritization, to provide the Office with adequate resources so as to allow it to effectively carry out its added mandate as stipulated in the Almaty Programme of Action;

16. *Invites* donor countries and the international financial and development institutions to make voluntary contributions to the trust fund established by the Secretary-General to support the activities related to the follow-up to the implementation of the outcome of the Almaty International Ministerial Conference;

17. *Decides* to include in the provisional agenda of its sixty-first session the item entitled "Specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation";

18. *Requests* the Secretary-General to submit to the General Assembly at its sixty-first session a report on progress made in the implementation of the Almaty Programme of Action and the present resolution.